

OVERALL STATUS OF THE BROAD STREET PARKWAY PROJECT

- Federal Highway Administration's (FHWA)'s review of the Environmental Re-Evaluation Study is complete and an updated Record of Decision has been issued.
- A Memorandum of Agreement between the City of Nashua, New Hampshire Department of Historic Resources (NHDHR), New Hampshire Department of Transportation (NHDOT), and Federal Highway Administration (FHWA) defining steps to be taken to mitigate impacts to historic resources has been completed and approved.

IMPORTANCE OF THE RECORD OF DECISION

With the release of the Record of Decision, federal funding earmarked for the project is now available.

EARLY PRIORITIES FOR CONSTRUCTION

- Boiler House Demolition

A meeting was held on December 9, 2010 to review the 90% Design Plans and Bid Document Submission prepared by Credere Associates.

In attendance were representative of the City, NHDOT, HSI and Credere Associates.

Noting the complexity of this asbestos abatement and building demolition contract, review comments focused on provisions that can be added to the documents to maintain as much control as possible over change orders should unanticipated conditions be encountered.

Credere Associates is incorporating revisions to their documents and will be completing additional work on site in order to address the review comments.

Credere has made a progress submittal (December 24, 2010). Their complete revised submittal is expected January 10, 2011.

- Pine Street and Palm Street Improvements

The final design of improvements to Pine Street and Palm Street has commenced.

Construction is anticipated to begin in late spring 2011.

- Millyard Chimney

It is anticipated that International Chimney will be onsite to remove the top 20 feet of the chimney in January 2011.

After demolition of the Boiler House, it is anticipated that a contract will be advertised for rehabilitation of the chimney. The work will include repointing joints, reconstruction of the top 20 feet and restoration of lightning protection.

STATUS OF THE PROJECT DESIGN

Following completion of ongoing coordination with NHDOT and FHWA, a Request for Qualifications will be prepared for selection of the Final Design consultant. To date, the alignment of the Parkway has been designed only to the extent where impacts to various environmental resources could be identified.

Significant work remains:

- Drainage systems and provisions for stormwater management must be designed and permitted.
- Bridge designs must be prepared including detailing of all components.
- Opportunities to use Design/Build contracting will be evaluated.
- Final design of the tie-in of the new Parkway to existing roadways and features is needed. Notably this includes tie-in to the existing access roadways in the Millyard.
- Geotechnical studies are needed for final design of pavement, bridge and wall structures.
- Design of the various elements is required to address environmental impacts as described in the Environmental Re-Evaluation Study.
- Final design of roadside slopes is needed to finalize the extent of property that must be acquired.
- Signalization and traffic management design is needed.
- Bid documents for various contracts must be prepared.

STATUS OF THE RIGHT OF WAY ACQUISITION

There are several aspects of the project related to right-of-way acquisition for which the extent of unknown information leads to uncertainty with respect to the budget and schedule:

- *The project has acquired 40 Pine Street and the building was removed during December 2010.* Offers have been made for several parcels adjacent to the railroad between Broad Street and Baldwin Street, as well as 44 Broad Street.
- Until appraisals of property values and relocation costs are prepared, the total cost of right-of-way acquisition is uncertain.
- The current budget is based on NHDOT information carried forward from 2003.
- Property needed for the project includes parcels that are needed in entirety, as well as parcels where only a portion of the property is needed.
- Most of the full parcel acquisition has been completed. Many partial acquisitions cannot commence until further design development occurs.

- NHDOT and their consulting appraisers are working on appraisals for high priority total acquisitions.

OVERALL PROJECT BUDGET

Following completion of the 2007 Cost Reduction Study an analysis of projected costs led to the conclusion that the cost to complete the project could be \$68.1 million.

Following this analysis, the upper limit of potential City expenditures to complete this project (the difference between cost to complete and available federal funding) was estimated to be \$37.6 million dollars.

As various components of the project continue to be refined, opportunities to reduce overall expenditures continue to be evaluated. However, there are still areas where costs cannot be determined until further coordination and design development occur. These allowances include costs associated with mitigating subsurface contamination, relocating utilities, acquiring right-of-way and obtaining necessary permits.

Costs based on the methodology used previously to establish the budget in 2007 dollars are being used as a baseline of analysis.

Generally the budget is consistent with the baseline previously established in 2007 dollars using the same methodology. Current cost projections are anticipated to be \$46 million before adding allowances for contingencies. This compares with \$45.8million previously projected for Option 2.

With application of the previously described allowances to address costs that may be incurred due to presently unknown concerns, it appears reasonable to conclude that the maximum level projected for City funding will not be exceeded. With these allowances, the total in 2007 dollars rises to \$49.6 million.

Applying conservative inflationary projections to the 2007 estimated project budget results in a total estimated cost of \$67.3 million. This total is less than the previous projection of \$68.1 million.

ENVIRONMENTAL MITIGATION

There are several aspects of subsurface contamination for which there are uncertainties with respect to budget and schedule.

This includes subsurface contamination within the Millyard as well as buried asbestos material at several locations within the project area.

Efforts are underway to compile records from NHDOT files to document the extent of past investigation and define the scope of work remaining.

UTILITY AND RAILROAD COORDINATION

This project includes significant impacts to utility and railroad facilities within the project area. Efforts to update previous coordination by NHDOT (performed in 1999 to 2002) have been initiated. All utility owners have been contracted and one-on-one meetings have commenced to discuss implication of the project to the existing utility infrastructure.

Meetings have been held with owners of water, gas, power and telephone utilities. Coordination necessary for the early Pine Street and Palm Street contract has been prioritized.

PUBLIC MEETINGS

Between June 2007 and August 2010, there were eight public meetings that focused on progress of the Parkway Supplementary Analysis; the Cost Reduction Study; and the ongoing Environmental Re-Evaluation.

These meetings are summarized in an August 12, 2010 memorandum prepared by Nashua Regional Planning Commission (NRPC).

In addition, Mayor Lozeau and Project Manager John Vancor attended the Aldermanic Infrastructure Committee meeting on March 10, 2010 to discuss the acquisition of 40 Pine Street for the project.

Leon Kenison, P.E., Director of Public Works and Stephen Dookran, P.E., City Engineer attended the Aldermanic Infrastructure meeting on May 12, 2010 and discussed several aspects of the project.

The Parkway project has also been discussed at several meetings of the Board of Public Works.

The Aldermanic Infrastructure Committee held a meeting which included a walk of the route of the portion of the project south of the Nashua River on September 25, 2010.

A joint meeting of the Planning and Economic Development Committee and the Business & Industrial Development Authority (BIDA) was held on December 7, 2010. The meeting focused on redevelopment of the former Mohawk Tannery site.

Project Manager John Vancor attended Aldermanic Infrastructure Committee meetings on October 13, 2010 and *December 8, 2010* to provide an update on several aspects of the project.